

RESOLUTION NO. _____

A RESOLUTION APPROVING AND ACCEPTING THE JUMP START IMPLEMENTATION PLANS FOR REVITALIZATION OF AND IMPROVEMENTS TO THE PARK HILL AND LEVY NEIGHBORHOODS IN THE CITY OF NORTH LITTLE ROCK, ARKANSAS; AND FOR OTHER PURPOSES.

WHEREAS, on September 9, 2013, with the adoption of Resolution No. 8408, the North Little Rock City Council expressed its support of application to Metroplan for Jump Start project funds for the revitalization and repurposing of existing communities and committed funds for the study of certain City of North Little Rock ("City") neighborhoods; and

WHEREAS, Implementation Plans have been completed for the Park Hill and Levy neighborhoods (see Implementation Plan Summary with Current Status and Executive Summaries attached hereto as Exhibits "A", "A-1" and "A-2"); and

WHEREAS, in order to qualify for Jump Start implementation funding for street scape improvements in Park Hill and Levy (see Streetscape Improvements attached hereto as Exhibit "B" and Development Concepts attached hereto as Exhibit "C"), the City needs to approve the implementation plans, complete copies of which are on file in the Office of the City Clerk.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH LITTLE ROCK, ARKANSAS:

SECTION 1: That the Jump Start Implementation Plans for Park Hill and Levy (see Park Hill Executive Summary attached hereto as Exhibit "A-1" and Levy Executive Summary attached hereto as Exhibit "A-2") are hereby approved and accepted in their entirety. Complete copies of both Implementation Plans are on file in the Office of the City Clerk.

SECTION 2: That this Resolution shall be in full force and effect upon its passage and approval.

PASSED:

APPROVED:

Mayor Joe A. Smith

SPONSORS:

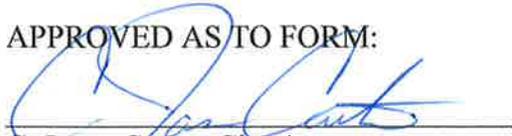
ATTEST:

Beth White
Alderman Beth White

Diane Whitbey, City Clerk

Debi Ross
Alderman Debi Ross

APPROVED AS TO FORM:


C. Jason Carter, City Attorney

PREPARED BY THE OFFICE OF THE CITY ATTORNEY/b

FILED <u>11:40</u> A.M. _____ P.M.
By <u>City Atty Carter</u>
DATE <u>7-5-14</u>
Diane Whitbey, City Clerk and Collector North Little Rock, Arkansas
RECEIVED BY <u>S. Ussery</u>

EXHIBIT A:

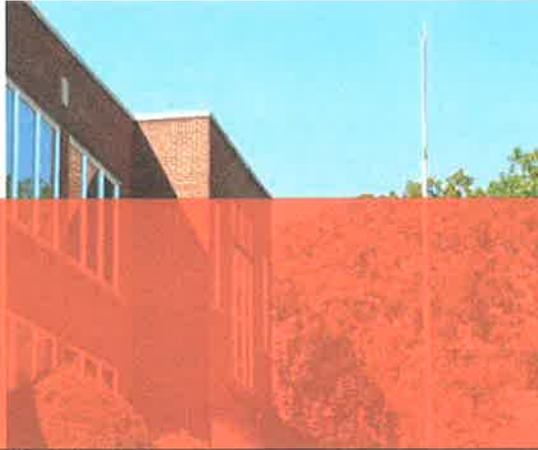
LEVY AND PARK HILL IMPLEMENTATION PLAN SUMMARY WITH CURRENT STATUS

Near Term Action Steps

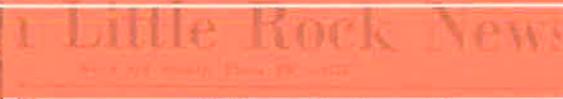
- Adopt this Implementation and Action Plan – PROPOSED
- Adopt the draft of the Park Hill and Levy Design Overlay regulations – DONE
- Continue the Coalition for Implementation – ON-GOING
- Continue the Merchants' Association and build up membership – ON-GOING
- Begin the process for JFK, Camp Robinson, and Pike Ave. improvements – IN PROGRESS

Long Term Action Steps

- Design and Implement other neighborhood and mixed use street improvements – NOT DONE
- Consider a Public Improvement District for maintenance of landscapes and streetscapes within the whole Park Hill and Levy area – NOT DONE
- Expand the Complete Street Ordinance to address context sensitive solutions – NOT DONE
- Create a city-wide Green Infrastructure Program – NOT DONE
- Work with the Coalition, Merchants' Association and Neighborhood Association to create a branding and marketing plan for the neighborhoods and public spaces – IN PROGRESS
- Work with the Coalition and Merchants' Association to connect Park Hill and Levy to the wayfinding and lighting palette of the Downtown and Baring Cross areas – NOT DONE
- Continue to expand the City bicycle and pedestrian connections – NOT DONE
- Re-evaluate long-term strategies on an annual or biannual basis – ON-GOING
- Incorporate on an annual basis, any short-term projects that require CIP funding or commitments, into the CIP project list – NOT DONE
- Collect and deliver Performance Measure data to Metroplan – IN PROGRESS



PARK HILL *NORTH LITTLE ROCK, AR*



Little Rock News
Renamed For John Kenne

...-which they did unanimously...
 Alderman W. E. Phipps... in support of the proposal...
 brought the resolution without Mayor Laman said that if North...
 rewarning, urging that mem... Little Rock didn't name a street...
 ers suspend the rules and pass after the slain President before...



...the new Little Roc...
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The council also...
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 and equip the facility.

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Confirmed the app...
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EXECUTIVE SUMMARY



ACKNOWLEDGMENTS

CONTRIBUTORS

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CATALYST COMMERCIAL

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EXECUTIVE SUMMARY

A key component to the implementation of the Jump Start Initiative is the recognition of the interdependency that exists between the governing elements of Policy, Development and Economics. Each element delicately tied to the others, which ultimately requires a careful balance between all three in order for projects to truly implement. Without an achieved balance, the likelihood of a successful implementation will be slim.

Policy, Development and Economics form the regulations, concept plans, fiscal impact and feasibility of the Jump Start Initiative. Each of these governing elements is tied together with strategies for implementation. These strategies are categorized based on their emphasis, such as Planning and Design, Public-Private Agreements and Market Strategies.

The Park Hill community, following these strategies, will implement this action plan and achieve its goal to reinvent JFK Boulevard into a walkable and mixed-use corridor. Forming a sustainable development pattern that returns value for reinvestment is feasible and desired. With this action plan and a committed coalition of implementers from all invested stakeholders (public and private), the Park Hill community can revitalize this historic neighborhood and help it become a truly successful place.

There is strong support among the stakeholders for ensuring that something progressive happens along JFK Boulevard. The action plan's vision was crafted through the design workshop. Support was clear to build on the neighborhood's history as a commercial corridor and focus on its ability to mix uses in order to bring housing diversity, but protect the surrounding neighborhoods from encroaching commercial. Business owners and neighborhood associations alike have participated in building the vision through this process. There is interest in creating a gathering place along JFK Boulevard and preserve historic buildings, such as the main building for Park Hill Elementary.

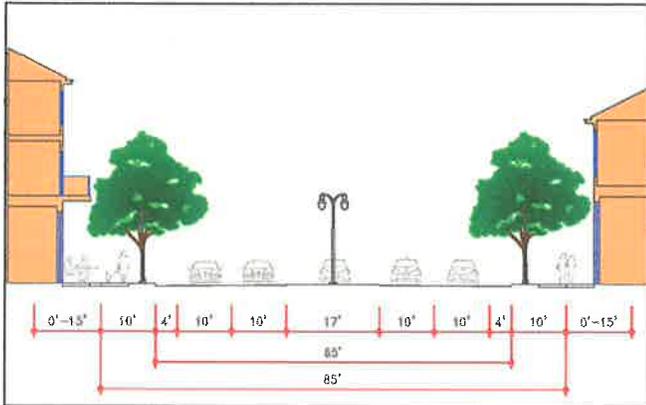
The action steps for implementation focus on policy and public realm infrastructure at first. Constructive policies in zoning, public infrastructure and connectivity mean sustainable development patterns will be able to thrive. In order to attract a mix of uses, focus needs to turn to the continuation of walkable neighborhoods outside of the central Downtown area with meaningful local retail, neighborhood services and a variety of residential options. Residential homes, owner-occupied and rental, can be found in the surrounding



JFK Boulevard Illustrative Concept of school and shopping center sites

EXECUTIVE SUMMARY

neighborhoods. The key to walkability in Park Hill lies in the ability for pedestrians and bicyclists to cross JFK Boulevard and connect both sides of the street. New construction will build in a sustainable development pattern that works within the existing context and brings up the quality of the public realm for the whole area.



JFK Boulevard Proposed Cross Section

Programming events and activities will activate a new gathering space and support local business. Local churches and other local City programs can help bring stable community-based gatherings into a public space, but there needs to be a place for everyone to congregate. An investment through public-private partnership will help guide these activities to Park Hill. Recent activities, like the Pop-Up event in Park Hill attracted thousands of participants. By getting all of the business owners together to promote shared parking, and extended hours of operation, events like these can become more frequent and identify Park Hill with these activities.

The two important implementation elements are activation and



Rendered Perspective along JFK Boulevard

keeping the flame alive. City staff have formed a coalition of stakeholder representatives (neighborhood leaders, business leaders, city staff of all departments, alderman, Metroplan, Arkansas Highway and Transportation Department (AHTD), religious groups, and many others). As the coalition continues it will allow a synergy between these groups to form. This synergy will align interests and coordinate activities and projects. There will need to be consistent communication with the residents, businesses, landowners and the City. The coalition will continue moving this plan and its action steps to help realize the potential of the greater downtown area. City staff have been leading the coalition and will keep the strategies moving forward by coordinating frequent meetings and utilizing their extensive communication means.

CATALYTIC DEVELOPMENT OPPORTUNITY

A catalytic development is typically the approach to solving the “chicken and the egg” dilemma for development of a place such as the Park Hill Neighborhood. Two approaches must be solved, for improvements to affect catalytic events.

Public Development

Minor improvements to JFK Boulevard include relocation of the sidewalks, incorporation of street trees into green infrastructure systems, improving the medians to control turns and traffic impacts, and access management to private properties.

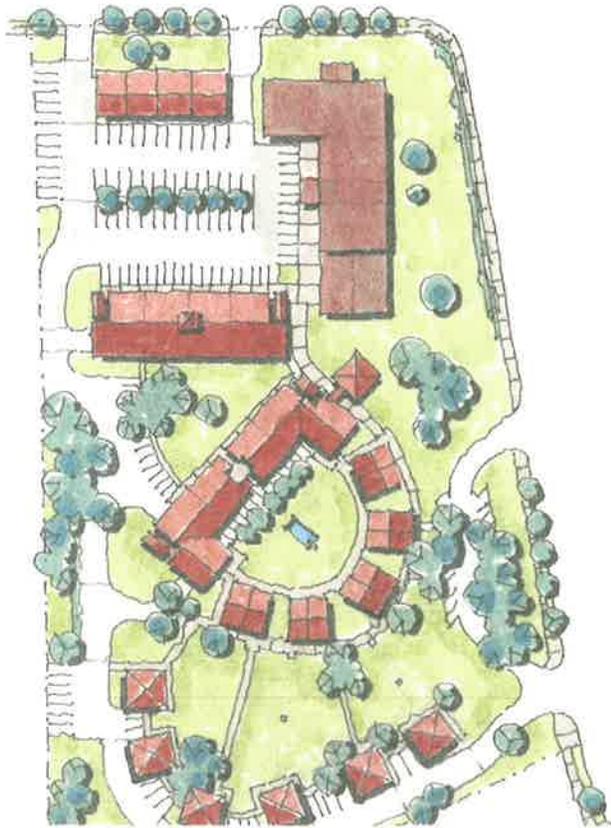
In order to implement, the City must apply for regional roadway funding by Metroplan for the improvements on the road. Support from Metroplan will help in the design process with AHTD as more innovative improvements will be discussed with the state and district level planners and designers.

Public-Private Development

A public-private development opportunity exists on the site of the current Park Hill Elementary School. This school is slated to be relocated to a new location in the next two to three years and will open this property up to private development. The community has a desire to preserve at least the original school building at the corner of H Avenue and JFK Boulevard. An approach for preservation would be for the school to solicit for a public-private partnership for a renovation and redevelopment of the school building and site.

There is opportunity to cover the cost of such a renovation by

planning a larger, diverse housing development into the rest of the site. Given the topography, a development could preserve enough of the existing green to save trees, but still gain enough leasable square footage to justify the cost of the project.



Proposed School Site

Private Development

On JFK Boulevard, between C Avenue and B Avenue, the properties that currently sit as a parking lot and a vacant bank building. The parking lot is owned by Park Hill Baptist Church as overflow parking and the other is owned by a local bank. By combining these landowners and partnering with a developer, the properties could be redeveloped as a mixed-use development with retail on the ground floor, moderate small office and multi-family above. The building would be able to be developed and still provide excess parking for the rare overflow parking needs of the community.



Proposed Church Parking Lot Site

SUMMARIZED ACTION PLAN

The implementation action plan begins with policy and regulations, and then carefully moves into public-private partnerships and market involvement. Priority of occurrence for these items is in order of listing below. Additional action items, strategies and planned performance measures can be found under Implementation Strategies, page 47.

Near Term Action Steps

- **Adopt this Implementation and Action Plan**
 - In order to be eligible for any regional funding for infrastructure improvements, the Implementation and Action Plan must be adopted at City Council as the guiding plan for any projects in the Park Hill plan area.
 - In order to be eligible for the next round of funding allocation by Metroplan for implementation of infrastructure projects, this plan must be adopted in the first quarter 2015.
- **Adopt the draft of the Park Hill Design Overlay regulations**
 - In order to be eligible for any regional funding for infrastructure improvements, these updates must be adopted at City Council as the zoning document for any projects in the Park Hill plan area.
 - In order to be eligible for the next round of funding

-
- allocation by Metroplan for implementation of infrastructure projects, these updates must be adopted in the first quarter 2015.
- Apply these proposed updates to the zoning ordinance as a City initiated zoning amendment and notify the appropriate landowners within the required distance or proximity, if necessary for amendments.
 - This may be processed as both a Map amendment and a Text amendment in the City Zoning Ordinance.
 - It is encouraged that the Park Hill Design Overlay zoning be adopted by reference and remains as a standalone document, so that the sections do not get scattered throughout the current zoning ordinance.
 - In addition, the City Zoning Map should reference the Park Hill Design Overlay as one district (one zone labeled PHDO), which allows the Regulating Plan to regulate the breakdown in character areas and allows the required flexibility to be processed without the need for rezoning or variances.
 - Allow for appropriate public input, but be sure that all participants in the session are educated to the basis and purpose of the development code.
 - Be sure that letters of support are requested and submitted for hearing submittals, as it is common for supporters to not show up for public hearings. Documented support is better than hearsay.
 - Some special work sessions with Planning Commission and City Council may be necessary and minutes from those events should be documented.
 - Prior to any final adoption, any edits to the Design Overlay must be reviewed and approved by Metroplan. This ensures that the document has not lost key elements that would support a sustainable development pattern, mix of uses, or the context sensitive approach to roadway elements, among other elements.
 - Failure to get approval from Metroplan on edits to the Design Overlay may make the project ineligible for regional funding for infrastructure, as key elements may unintentionally be removed from the Design Overlay.
 - Once the document has been reviewed and supported, proceed through the adoption process at a regular council meeting.
 - Once adopted, educate all departments on the goals, objectives, and expected outcomes from the development code. A special focus on permitting, inspection and code enforcement will need to be made for these education sessions.
- **Continue the Coalition for Implementation**
 - Include representatives from, but do not limit to, regional and state agencies, chamber of commerce, non-profits, project area leaders, staff department, city council and school district representatives.
 - This group should not have any decision making ability, but will instead help organize and educate their respective groups on the status and process for implementation of this plan.
 - Regular monthly meetings should be set to ensure consistent news is being delivered to these groups.
 - A single person should be the lead for this group, perhaps a city employee, and will have charge of keeping the plan, setting meetings, keeping minutes and following up on implementation activities and performance measures.
 - **Continue the Merchants' Association and build up membership**
 - Focusing on building up the membership will round out participation from businesses but also get news out for events and news in the area.
 - Once a strong enough membership is available, consider creating a Business Improvement District. This will ensure consistent funding for maintenance, programming and can even support security needs.
 - **Begin the process for JFK Boulevard improvements**
 - Meet with Coalition JFK and Metroplan to understand the requirements of the Metroplan funding source and application process.
 - Apply for funding from Metroplan funding sources
 - Create a plan to work with Metroplan on the design process that serves as a win-win for both groups.
 - Focus on a request for proposal that focuses on the qualitative aspects (connectivity, walkability, economic development, context sensitive design, green infrastructure, etc.) and the quantitative aspects (total cost, driveways, access management, etc.). Each of the aspects is important, but the long-term strategy for Camp Robinson Road and Pike Avenue must be focused on economic development and qualitative aspects primarily.
 - Select a qualified general contractor team and engineering team to streamline the design and building process. Key qualifications should include:
 - Experience with green infrastructure;
 - Experience with AHTD roadway design;
 - Experience with walkable urban thoroughfares
-



JFK Boulevard Streetscape Plan

and context sensitive design;

- Experience on projects requiring the reporting and process for federal and regional funding;
- Experience with mixed-use roadways and multi-use trail integration.
- Begin and complete the design and quickly move into construction.

Long Term Action Steps

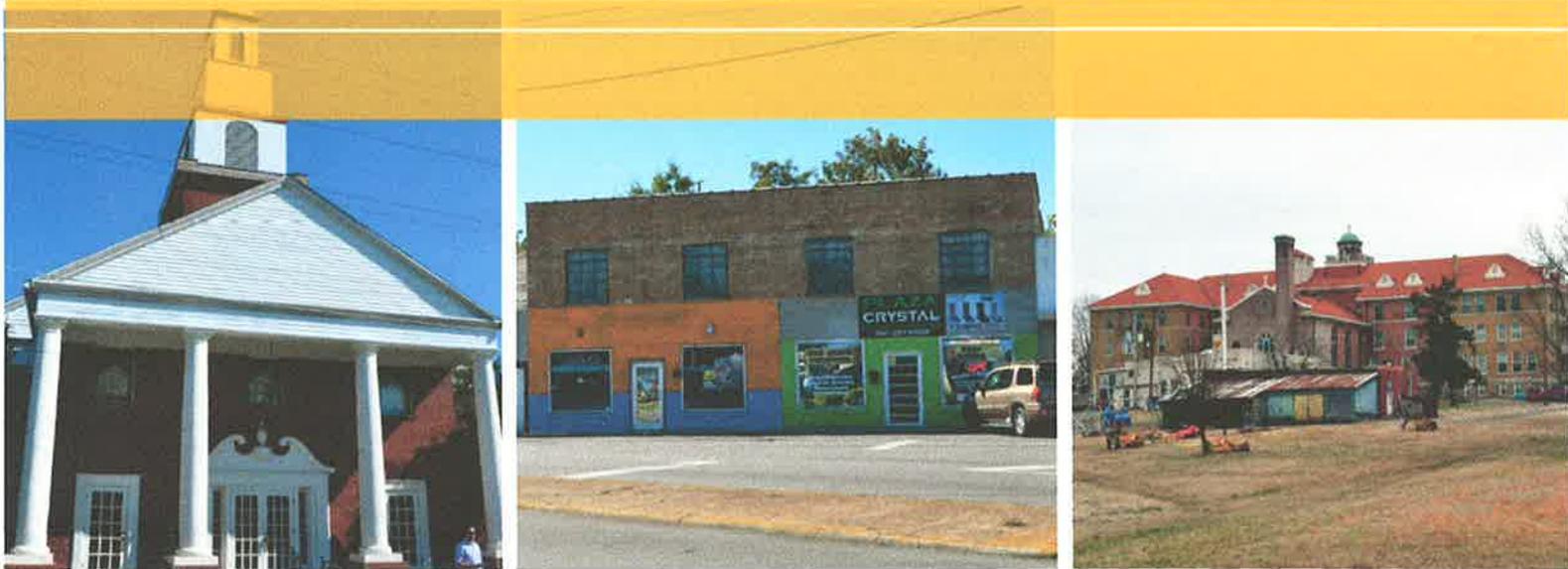
Details for these Long Term Action Steps are located in the Implementation Strategies Section, page 48.

- **Design and Implement other neighborhood and mixed use street improvements**
- **Consider a Public Improvement District** for maintenance of landscapes and streetscapes within the whole Park Hill area. This can also be used to fix up needed infrastructure in the public areas.
- **Expand the Complete Street Ordinance** to address context sensitive solutions.
- **Create a city-wide Green Infrastructure Program**
- Work with the Coalition, Merchants' Association and Neighborhood Association to **create a branding and marketing plan for Park Hill.**
- Work with the Coalition and Merchants' Association to **connect Park Hill to the wayfinding and lighting palette** of the Downtown, Levy and Baring Cross areas. This should be associated with the branding and marketing plan.
- **Continue to expand the City bicycle and pedestrian connections.**
- **Re-evaluate long-term strategies on an annual or bi-annual basis.** Adjust some long-term to short term and add new focus areas for long-term improvements for Park Hill.
- **Incorporate on an annual basis, any short-term projects that require CIP funding or commitments,** into the CIP project list.
- **Collect and deliver Performance Measure** data to Metroplan.



LEVY

NORTH LITTLE ROCK, AR



EXECUTIVE SUMMARY



ACKNOWLEDGMENTS

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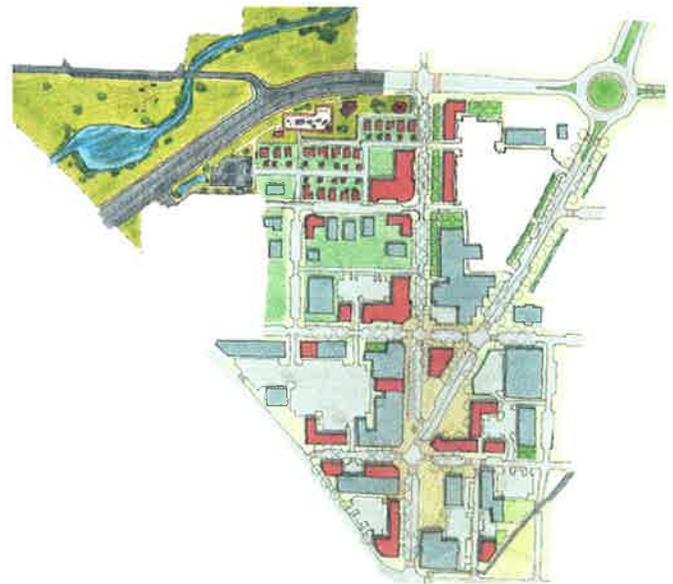
A key component to the implementation of the Jump Start Initiative is the recognition of the interdependency that exists between the governing elements of *Policy, Development and Economics*. Each element is delicately tied to the others, which ultimately requires a careful balance between all three in order for projects to truly be implementable. Without an achieved balance, the likelihood of a successful implementation will be slim.

Policy, Development and Economics form the regulations, concept plans, fiscal impact and feasibility of the Jump Start Initiative. Each of these governing elements is tied together with strategies for implementation. These strategies are categorized based on their emphasis, such as Planning and Design, Public-Private Agreements and Market Strategies.

The Levy community, following these strategies, will implement this action plan and achieve its goal to bring back the vibrancy and energy that Levy once espoused. Forming a sustainable development pattern that returns value for reinvestment is feasible and desired. With this action plan and a committed coalition of implementers from all invested stakeholders (public and private), the Levy community can revitalize this historic neighborhood and help it become a truly successful place.

There is strong support among the stakeholders for ensuring that something progressive happens around Pike Avenue and Camp Robinson Road. The action plan's vision was crafted through the design workshop. Support was clear to build on the neighborhood's history and focus on its ability to connect Levy with its adjacent neighborhoods. Levy was originally a vibrant village center, popular for Levy Days and an involved neighborhood. There had always been a culture of community gathering and today still contains some historic buildings in the area of Pike Avenue, Camp Robinson Road and 34th Street.

The action steps for implementation focus on policy and public realm infrastructure first. Constructive policies in zoning, public infrastructure, connectivity and stormwater management mean sustainable development patterns will be able to thrive. In order to attract a mix of uses, focus needs to turn to the continuation of walkable neighborhoods outside of the central Downtown area with meaningful local retail, neighborhood services and a variety of residential options. Residential homes, owner-occupied and rental, can be found in the area. The



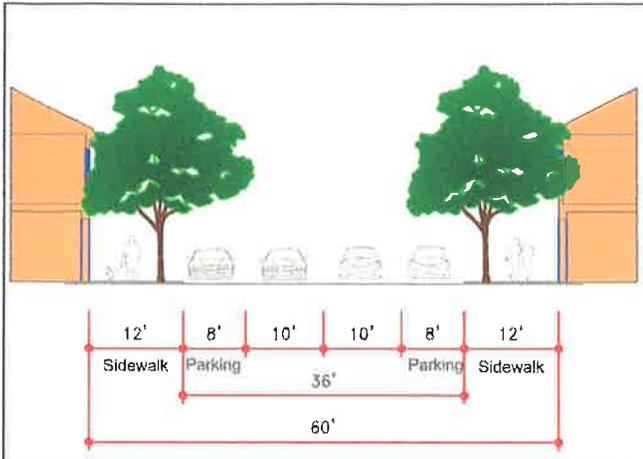
Illustrated vision for Plan Area

“...the Levy community can revitalize this historic neighborhood and help it become a truly successful place.”

area does have a number of professional offices and a variety of retail types. New construction will build in a sustainable development pattern that works within the existing context and improves the quality of the public realm for the whole area.

Programming events and activities in a new public space will activate the gathering space and support local business. Levy Baptist and other local City programs can help bring stable community-based gatherings into the public space, but there needs to be a place for everyone to congregate. An investment in this public space will help guide these activities to Levy and bring back the festival experience that so many Levy residents recall.

EXECUTIVE SUMMARY



Camp Robinson Road Proposed Cross Section



Rendered Perspective along Camp Robinson Road

The two important implementation elements are activation and keeping the flame alive. City staff have formed a coalition of stakeholder representatives (neighborhood leaders, business leaders, city staff of all departments, alderman, Metroplan, Arkansas Highway and Transportation Department (AHTD), religious groups, and many others). This will allow a synergy between these groups to form. This synergy will align interests and coordinate activities and projects. There will need to be consistent communication with the residents, businesses, landowners and the City. A coalition group will continue moving this plan and its action steps to help realize the potential of the greater downtown area. City staff have been leading the coalition and will keep the strategies moving forward by coordinating frequent meetings and utilizing their extensive communication means.

CATALYTIC DEVELOPMENT OPPORTUNITY

A catalytic development is typically the approach to solving the “chicken and the egg” dilemma for development of a place, such as in the Levy Neighborhood. Three approaches must be solved, for improvements to affect catalytic events.

Public Development

Levy public realm investment must be directed towards Camp Robinson Road and Pike Avenue street improvements. The City must apply for regional roadway funding by Metroplan for the improvements on these roads.

In addition, the City should consider improving stormwater drainage conditions and property values by improving the excess land along Doyle Venable. The City owned land is an opportunity to provide a pond that serves as an amenity to the neighborhood. Land south of Doyle Venable should be used for a Universal Design Park that will serve the neighborhood and draw regional attraction of families with children needing universal design to experience outdoor play. Connecting these amenities through pedestrian connections to the central gathering space will guide those visitors towards businesses in Levy.

Public-Private Development

In an effort to create a public gathering place along Camp Robinson Road, the public and the private realms will be required to work together. There are lands available to create such a place, but it will be up to a partnership between the City, a local landowner and a development partner to plan, design, construct and activate the public space. This public space will not be successful unless it is:

- Located visibly from Camp Robinson Road
- Wrapped on two or three sides by mixed-use or active commercial development
- Programmed with activities
- Governed and maintained to a high quality of care and cleanliness
- Ability to support a variety of different programming.

For Levy, an ideal location is between 35th and 34th Streets, where Pike Avenue and Camp Robinson Road meet. This area could be an intimate and visible spot during regular hours. In the case of a special event, the roadway could be partitioned

off, and the entire area, including the streets would become a large plaza for activities.

Private Development

Without a doubt, there will be some skepticism from the private industry for the viability of Levy. This is mostly due to the area's current development quality and the potential level of risk. A private catalytic project will come from the resulting Public-Private Partnership described above. With the commitment of the roadway improvements and the partnership to create a public gathering space, the risk is reduced. With a sound plan of action and the ability to rely on the City for support in activating the public space, there will be little question as to the private development's viability.

There will need to be some support for first entry tenants. Private developers must plan a conservative build-up of the stabilization for their property and work to fill the building with tenants first, then work to increase the quality of the rent price points.

The immediate realization of viable mixed-use may be unfounded for this area. Once activation and implementation occurs, there will be catalyzed value in Levy and the first in will benefit from the initial risk. The plan of action must be followed and there must be a consistent level of communication and transparency between partners in a public-private partnership. This begins with the commitment to the action plan for implementation.

SUMMARIZED ACTION PLAN

The implementation action plan begins with policy and regulations, and then carefully moves into public-private partnerships and market involvement. Priority of occurrence for these items is in order of listing below. Additional action items, strategies and planned performance measures can be found under Implementation Strategies, Page 47.

Near Term Action Steps

- **Adopt this Implementation and Action Plan**
 - In order to be eligible for the next round of regional funding for infrastructure improvements, the Implementation and Action Plan must be adopted at City Council as the guiding plan for any projects in the Levy Neighborhood.
 - In order to be eligible for the next round of funding allocation by Metroplan for implementation of infrastructure projects, this plan must be adopted in the first quarter 2015.

- **Adopt the draft of the Levy Design Overlay regulations**
 - In order to be eligible for the next round of regional funding for infrastructure improvements, these updates must be adopted at City Council as the zoning document for any projects in the Levy Neighborhood.
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 - Apply these proposed updates to the zoning ordinance as a City initiated zoning amendment and notify the appropriate landowners within the required distance or proximity, if necessary for amendments.
 - This may be processed as both a Map amendment and a Text amendment in the City Zoning Ordinance.
 - It is encouraged that the Levy Design Overlay zoning be adopted by reference and remains as a standalone document, so that the sections do not get scattered throughout the current zoning ordinance.
 - In addition, the City Zoning Map should reference the Levy Design Overlay as one district (one zone labeled LDO), which allows the Regulating Plan to regulate the breakdown in character areas and allows the required flexibility to be processed without the need for rezoning or variances.

- Allow for appropriate public input, but be sure that all participants in the session are educated to the basis and purpose of the development code.
 - Be sure that letters of support are requested and submitted for hearing submittals, as it is common for supporters to not show up for public hearings. Documented support is better than hearsay.
 - Some special work sessions with Planning Commission and City Council may be necessary and minutes from those events should be documented.
 - Prior to any final adoption, any edits to the Design Overlay must be reviewed and approved by Metroplan. This ensures that the document has not lost key elements that would support a sustainable development pattern, mix of uses, or the context sensitive approach to roadway elements, among other elements.
 - Failure to get approval from Metroplan on edits to the Design Overlay may make the project ineligible for regional funding for infrastructure, as key elements may unintentionally be removed from the Design Overlay.
 - Once the document has been reviewed and supported, proceed through the adoption process at a regular council meeting.
 - Once adopted, educate all departments on the goals, objectives, and expected outcomes from the development code. A special focus on permitting, inspection and code enforcement will need to be made for these education sessions.
- **Continue the Coalition for Implementation**
 - Include, but do not limit, to regional and state agencies, chamber of commerce, non-profits, project area leaders, staff department, city council and school district representatives.
 - This group should not have any decision making ability, but will instead help organize and educate their respective groups on the status and process for implementation of this plan.
 - Regular monthly meetings should be set to ensure consistent news is being delivered to these groups.
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 - **Continue the Merchants' Association and build up membership**
 - Focusing on building up the membership will round

out participation from businesses but also get news out for events and news in the area.

- Once a strong enough membership is available, consider creating a Business Improvement District. This will ensure consistent funding for maintenance, programming and can even support security needs.

- **Begin the process for Camp Robinson Road and Pike Avenue improvements**

- Meet with Coalition and Metroplan to understand the requirements of the Metroplan funding source and application process.



Camp Robinson Road Streetscape Plan

- Apply for funding from Metroplan funding sources.
- Create a plan to work with Metroplan on the design process that serves as a win-win for both groups.
- Focus on a request for proposal that focuses on the qualitative aspects (connectivity, walkability, economic development, context sensitive design, green infrastructure, etc.) and the quantitative aspects (total cost, driveways, access management, etc.). Each of the aspects is important, but the long-term strategy for Camp Robinson Road and Pike Avenue must be focused on economic development and qualitative aspects primarily.
- Select a qualified general contractor team and engineering team to streamline the design and building process. Key qualifications should include:
 - Experience with green infrastructure;
 - Experience with AHTD roadway design (ties into AHTD facility);
 - Experience with walkable urban thoroughfares and context sensitive design;
 - Experience on projects requiring the reporting and process for federal and regional funding;
 - Experience with mixed-use roadways and multi-use trail integration.
- Begin and complete the design and quickly move into construction.

lighting palette of the Downtown, Park Hill and Baring Cross areas. This should be associated with the branding and marketing plan.

- **Continue to expand the City bicycle and pedestrian connections.**
- **Re-evaluate long-term strategies on an annual or bi-annual basis.** Adjust some long-term to short term and add new focus areas for long-term improvements for Levy.
- **Incorporate on an annual basis, any short-term projects that require CIP funding or commitments,** into the CIP project list.
- **Collect and deliver Performance Measure data** to Metroplan.

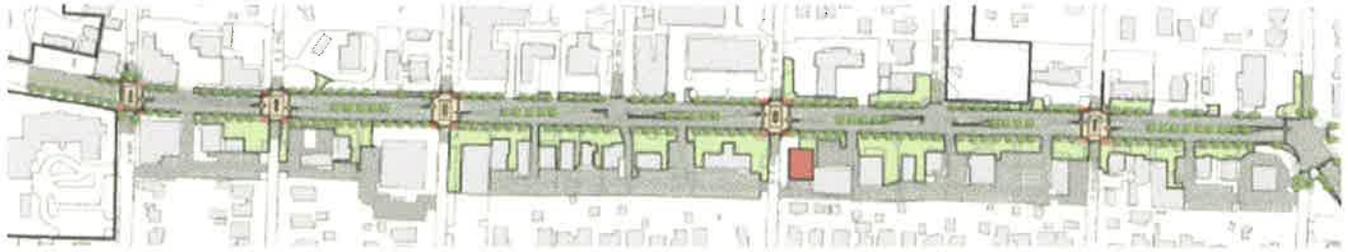
Long Term Action Steps

Details for these Long Term Action Steps are located in the Implementation Strategies Section, Page 48.

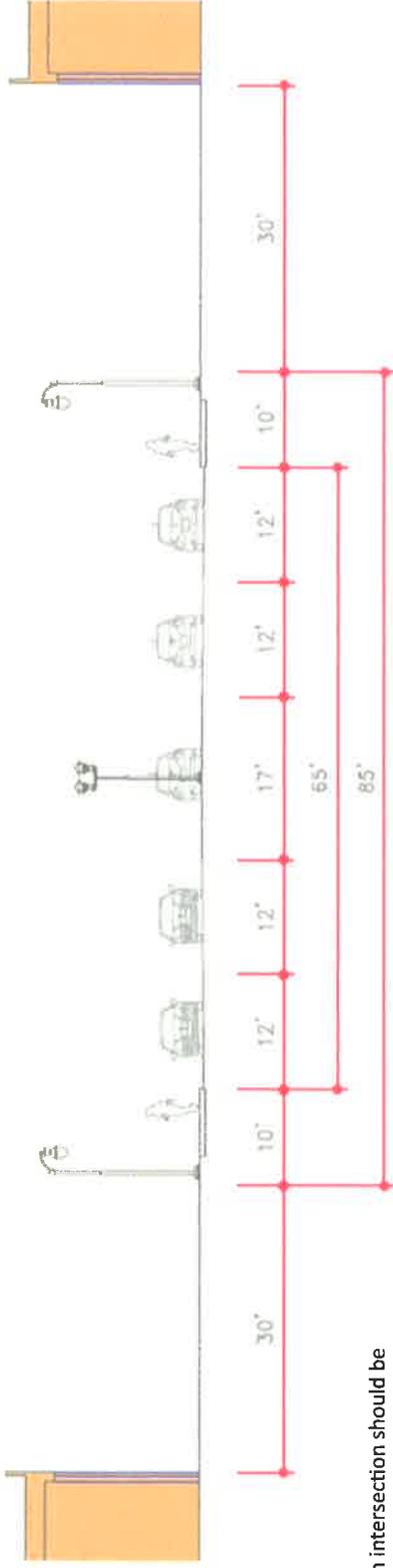
- **Design and Implement** other neighborhood and mixed use street improvements.
- **Consider a Public Improvement District** for maintenance of landscapes and streetscapes within the whole Levy area. This can also be used to fix up needed infrastructure in the public areas.
- **Expand the Complete Street Ordinance** to address context sensitive solutions.
- **Create a city-wide Green Infrastructure Program**
- **Work with the Coalition and Merchants' Association** to create a branding and marketing plan for Levy and the new public space.
- **Work with the Coalition and Merchants' Association** to connect Levy to the wayfinding and

EXHIBIT B: STREETSCAPE IMPROVEMENTS

Park Hill



JFK Boulevard: Existing Cross Section



Each intersection should be clearly marked for pedestrians and have appropriate means to cross safely through technology, visibility and landscaping.

Street trees not only provide aesthetics and shade, but are significant water absorbers. Including street trees in bioswale and deep tree grate systems helps collect and absorb stormwater faster and cleaner than a sewer system. It is recommended that this system also be used on neighborhood streets.

Development of a roundabout at the A Avenue intersection with JFK Boulevard would help regulate traffic and act as a gateway to the Park Hill neighborhood. This design shows minor clean up options in the case a round-a-bout is not feasible.

JFK Boulevard: Proposed Option

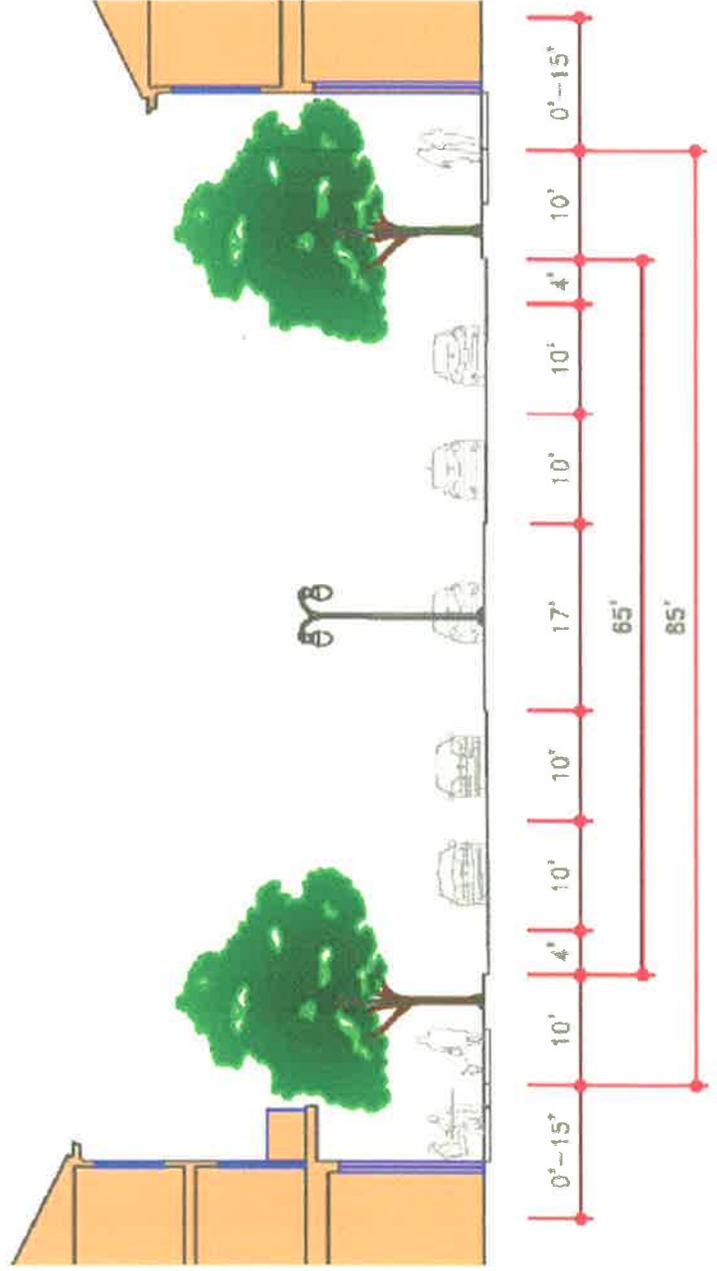


EXHIBIT B: STREETSCAPE IMPROVEMENTS continued

JFK Boulevard: Existing Conditions



Park Hill

JFK Boulevard: Potential Improvements

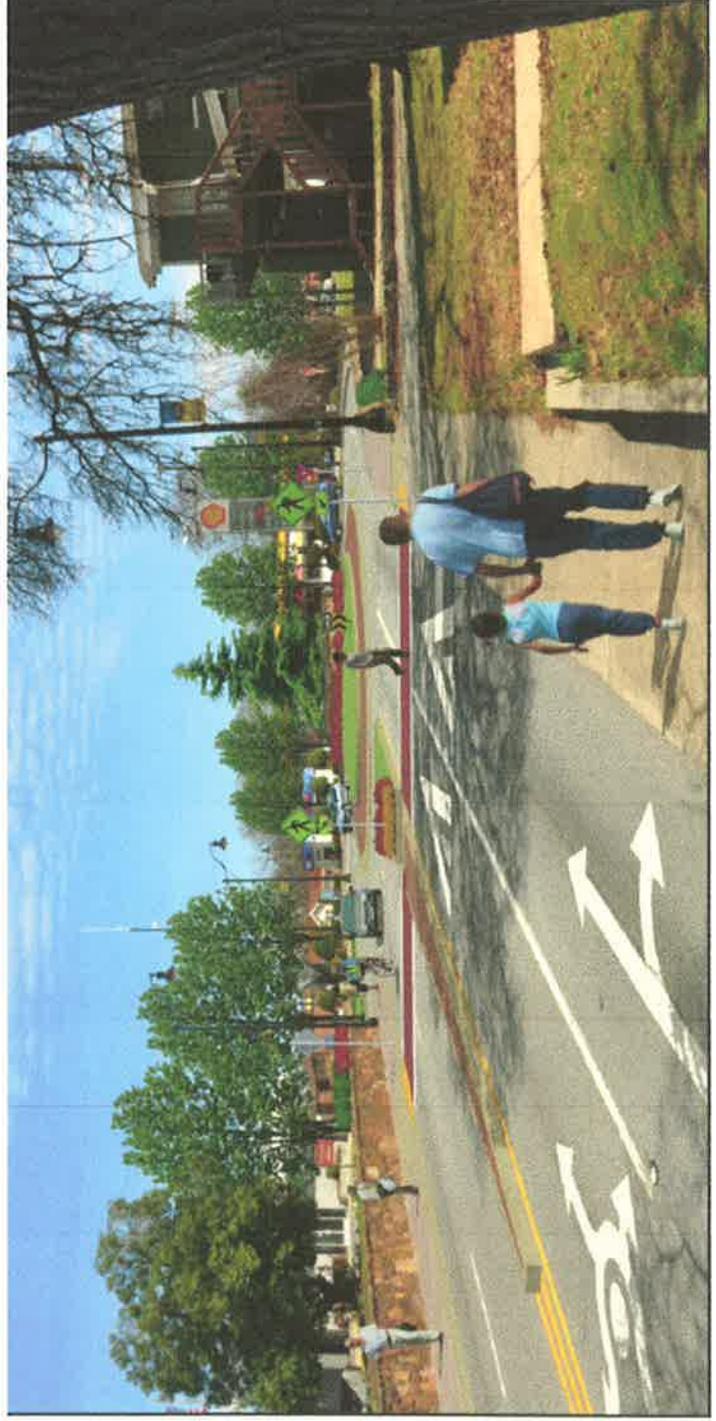
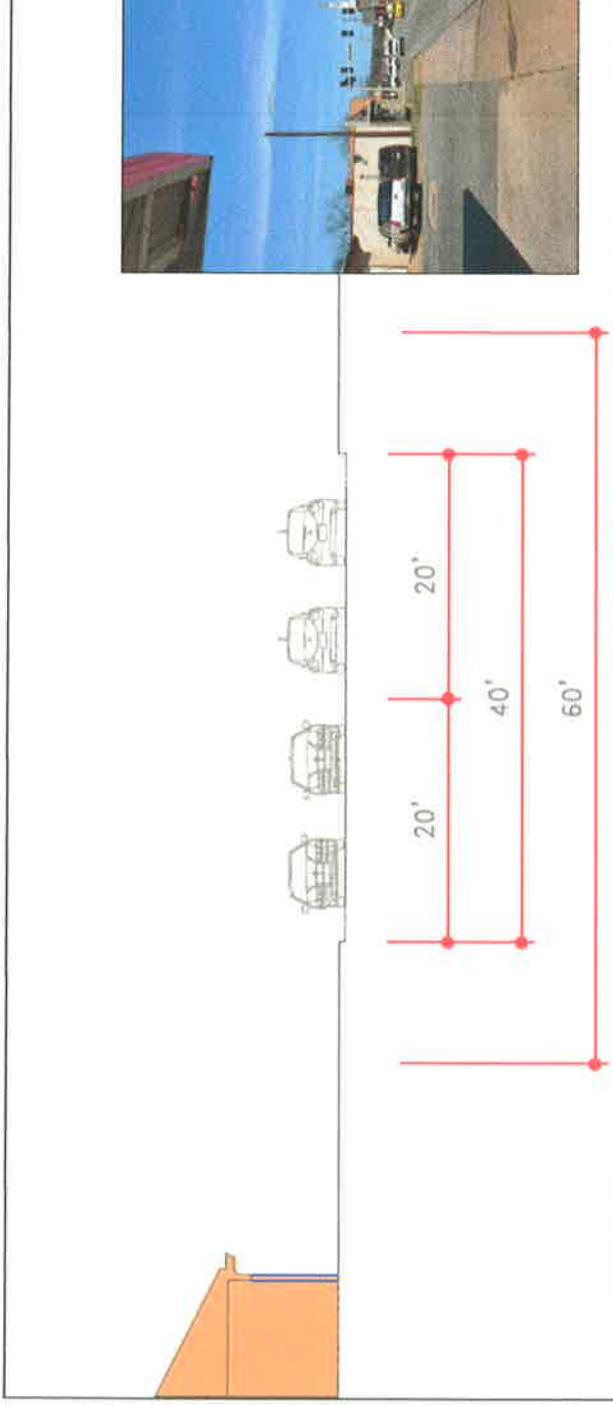


EXHIBIT B: STREETSCAPE IMPROVEMENTS continued

Levy

Camp Robinson Road: Existing 60' Cross Section



Camp Robinson Road: Proposed 60' Cross Section

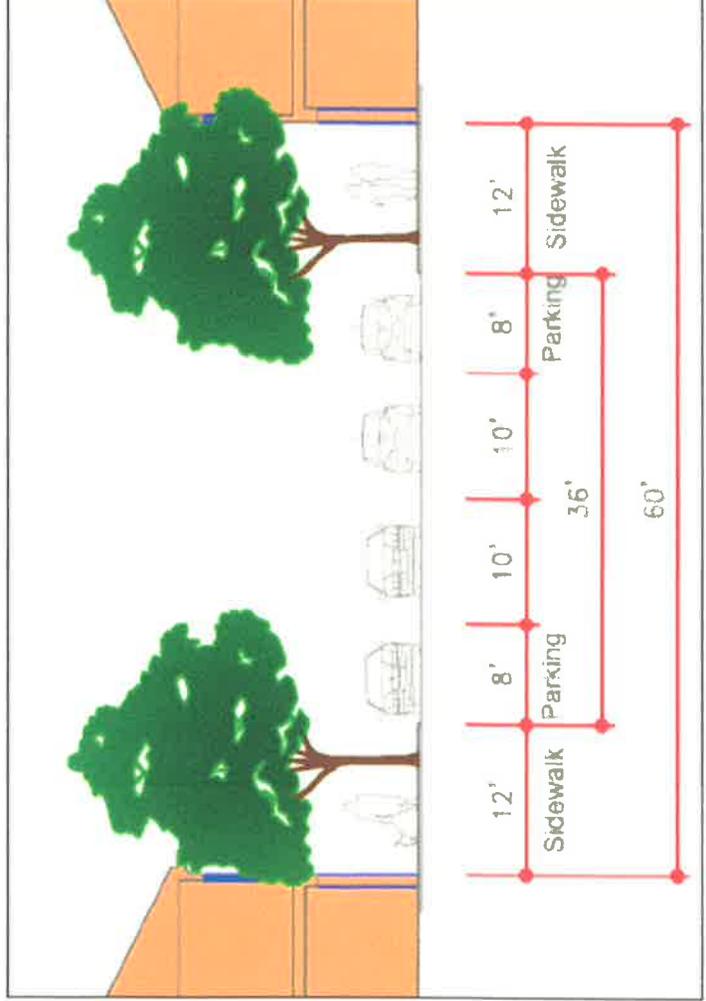


EXHIBIT B: continued

Levy



Development of a round-about at the Doyle Venable Road intersection with Camp Robinson Road will help regulate traffic flows and act as a gateway to the Levy village area from the North.

Bulb-outs introduced to intersections in order to lessen pedestrian crossing time. This will help get pedestrians and church parishioners across the street safely and encourage walkability down and across Camp Robinson Road. Each intersection should be clearly marked for pedestrians and have appropriate means to cross safely through technology, visibility and landscaping.

Street trees not only provide aesthetics and shade, but are significant water absorbers. Including street trees in bio swale and deep tree grate systems helps collect and absorb water faster and cleaner than a sewer system. It is recommended that this system also be used in neighborhood streets.

Camp Robinson Road should have parallel parking included down the street and options to incorporate bicycle lanes should be explored. This will make Camp Robinson Road more welcoming to all modes of transportation.

EXHIBIT C: DEVELOPMENT CONCEPTS

Park Hill



JFK & C AVENUE

Parking lots that are underutilized can be redeveloped with a liner building and still maintain shared parking allowances.

A liner building designed for mixed-use can accommodate multiple opportunities for a partnership between the owner and a developer. In this case, the church owns the land and a developer could own the building, sharing in revenues and maintaining access to parking for each user.

Adjacent lots can develop at the same time to coordinate shared parking between the two parcels. This eliminates the need for driveways off JFK Boulevard and promotes cross access between the lots.

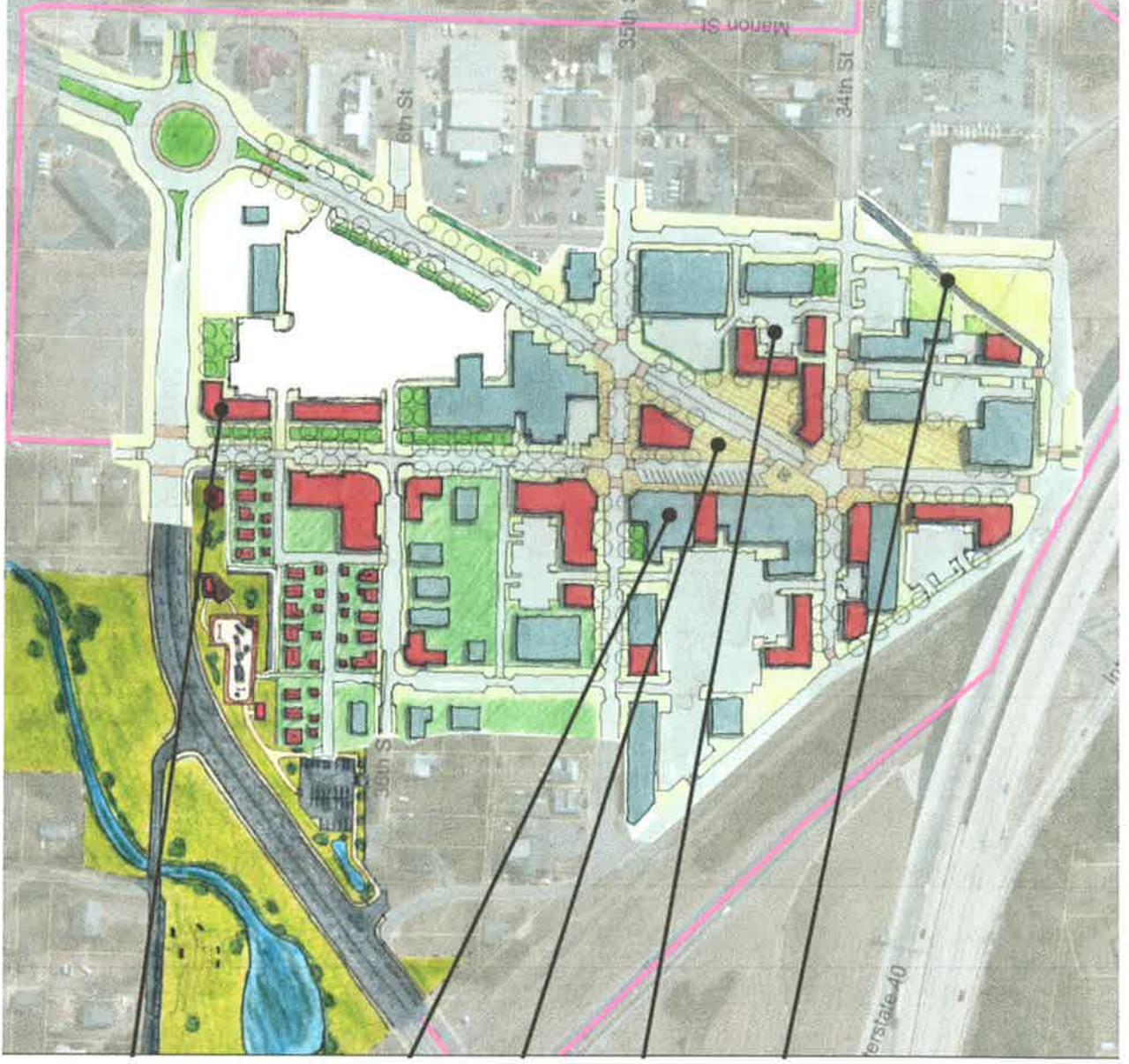
EXHIBIT C: DEVELOPMENT CONCEPTS continued

Levy



EXHIBIT C: DEVELOPMENT CONCEPTS continued

Levy



Liner buildings can be used to frame the sidewalk along large parking lots and can be multi-story to allow a mix of uses to be built on a smaller footprint.

Existing buildings are encouraged to be successful by redesigning the site around the building to encourage more pedestrian traffic and provide outdoor sitting, dining or active engagement.

Redevelopment of the central triangle and the roadway will allow for a central gathering space to be created that can be used for events.

Existing parking that is going to be maintained should be screened with a small fence or evergreen vegetation.

Focus on Levy Trail as a front door and place outdoor seating and activities against the trail.

EXHIBIT C: DEVELOPMENT CONCEPTS continued

Levy

On publicly owned property, raise money through external funding to develop a universal design park and an adjacent parking area. Focus on this park as an accessible amenity in order to be a regional draw to the area for families.

Small to medium-scale residential around the playground will help maintain safety and provide necessary density nearby the mixed-use development in Levy.

Reclaim waterway into a green infrastructure pond to receive more water, but also be an amenity as a maintained waterscape.

